SOUTH AFRICAN RAILWAYS.

GENERAL MANAGER'S OFFICE,
JOHANNESBURG.
6 January, 1947.

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SPECIAL INSTRUCTIONS

IN CONNECTION WITH THE

RUNNING OF THE TRAINS

CONVEYING

THEIR MAJESTIES THE KING AND QUEEN

AND

THEIR ROYAL HIGHNESSES

THE PRINCESSES ELIZABETH AND MARGARET.

SPECIAL INSTRUCTIONS

In Connection with the Running of the Trains conveying

Their Majesties THE KING AND QUEEN

AND THEIR ROYAL HIGHNESSES

The PRINCESSES ELIZABETH and MARGARET

during their Tour over The South African Railways.

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1. *Patrolling and Examining Line.*

(i) Permanent way inspectors must arrange for the line to be patrolled and examined at the latest possible hour prior to the passage of the Pilot train, which will precede the Royal train throughout the entire journey.

(ii) *Tunnels.—(a)* After the passage of the last train in either direction prior to the running of the Pilot train, tunnels must be inspected by a competent man, or men, equipped with hand-signals and detonators, who must see that the line is in proper condition and that nothing has fallen on to the line.

(*b*) The running of trains must be so regulated as to admit of the men having sufficient time to walk through the tunnel before the Pilot train is due to enter it.

(c) In order to prevent any unauthorised person being on the track, in, or near the tunnel, a competent man, equipped with hand-signals and detonators, must be placed at each end of the tunnel at least *one hour* before the Pilot train is due, and remain there until the Royal train has passed.

2. *Suspension of Engineering Work, etc.*

Work in connection with the track or signals, whether in the hands of the Department's servants or of a contractor, must be stopped at least *half an hour* before the Pilot train is due, and the stoppage of work must continue and the line and appurtenances made secure and safe for the passage of the Pilot train and the Royal train.

3. *Advice of Speed Restrictions.*

(i) Permanent way inspectors and other servants concerned must take special care to advise the System Office in good time beforehand of speed restrictions required over any portion of the line upon which the Pilot and the Royal trains will travel.

(ii) Permanent way inspectors must also make suitable arrangements to ensure that the lamps indicating speed restrictions at night are actually alight by placing a servant on duty in good time prior to the passage of the Pilot train. The servant must be at the board, which gives the drivers of the Pilot and the Royal trains the first indication of speed restrictions, while the trains are approaching and passing.

4. *Facing Points and Signalling Apparatus at Attended Stations.*

(i) At attended stations, all points which are facing to the Pilot and the Royal trains must be properly set and securely locked when not worked from a lever frame, and the station officials in charge must arrange for a reliable servant, equipped with hand-signals, to be stationed at each set of facing points over which the trains have to pass—*whether or not such points are worked from a lever frame*— at least *twenty minutes* before the Pilot train is due, and to remain until the Royal train has passed. The servant appointed for this duty must satisfy himself that the points are in perfect order and, on being authorised to do so by the official in charge, must exhibit thereat a steady white hand-signal for the guidance of the drivers of both trains. This hand-signal will indicate that the points are in perfect order and correctly set; it must be given in addition to, and not in lieu of, fixed signals or hand-signals which may be required by the train working regulations in connection with the admittance or departure of the Pilot and the Royal trains at stations.

(ii) At stations where the Pilot and the Royal trains may require to be stabled for any period of time, and it is necessary for opposing or following trains to pass during the stabling period, the station official in charge must satisfy himself that all points, giving access to the line or lines on which the Pilot and the Royal trains are standing, are set and locked against access being obtained to the occupied roads; also that a competent servant is in attendance at such points during the period the trains are at the station. The station official in charge must arrange with the permanent way inspector, in good time beforehand, for the necessary assistance.

(iii) Points which are facing to the Pilot and the Royal trains and normally worked from a lever frame, but which may be temporarily disconnected in an emergency, must be secured by facing point clamps or coach screws. Facing hand points which cannot be locked for the line over which the trains have to run, in addition to being held, must be secured in proper position by coach screws.

(iv) Signal fitters and telegraph electricians must arrange to examine and test the signalling and other train-control apparatus, coming under their direct supervision, prior to the passage of the Pilot and the Royal trains, and satisfy themselves that such apparatus is in good working order. Station officials in charge are reminded of the necessity for seeing that the semaphore signals at their stations are operating properly, that the signal and other lamps are cleaned and trimmed, and that all necessary adjustments have been made in strict accordance with train working regulations Nos. 79 to 83.

(v) Should a fixed signal, applicable to the line over which the Pilot and the Royal trains have to run, be out of order, the necessary hand-signals must be exhibited thereat in addition to the hand-signals which require to be displayed at the points and provided for in the preceding sub-clause (i).

5. *Points at Interloops and Inter-sidings.*

(i) Except as provided in the following sub-clause (ii), the permanent way inspectors must appoint, at interloops and inter-sidings where there is no resident staff on duty, a ganger to be at each set of points facing to the Pilot and the Royal trains at least *twenty minutes* before the Pilot train is due to pass. It will be the duty of these gangers to see that all points are correctly set and securely locked for the proper line, and to remain at the facing points until the Royal train has passed.

(ii) On sections where there is a large number of private and departmental inter-sidings and gangers cannot be appointed to remain at the facing points at each siding, the permanent way inspector must arrange for the points to be securely fastened for the running line by coach screws and wedges *thirty minutes* before the Pilot train is due, and appoint a reliable railworker to remain at the points until the Royal train has passed.

(iii) Any facing points which cannot be locked for the line over which the Pilot and the Royal trains have to pass must be secured by coach screws or wedges in addition to being held.

(iv) The servant attending facing points, as provided for in sub-clauses (i), (ii) and (iii) hereof, must, after satisfying himself that the points are in perfect order, exhibit a steady white hand-signal for the guidance of the drivers of the Pilot and Royal trains.

6. *Level Crossings.*

(i) Except where instructions are issued to the contrary, gatekeepers at level crossings must stop road traffic at least *ten minutes* prior to the passage of the Pilot train and hold up such traffic until after the Royal train has passed. Care must be exercised to see that live-stock is kept away from the track.

(ii) At level crossings which are normally unattended and over which there is a *considerable amount* of vehicular traffic, temporary gatekeepers must be appointed to stop road traffic. District and permanent way inspectors must confer and arrange for the appointment of suitable men.

7. *Special Train Notices and Special Instructions.*

Permanent way inspectors must see that suitable arrangements are made for gangers and other servants concerned to receive copies of the special train notices and any special instructions regarding their individual duties in connection with the running of the Pilot and the Royal trains. Each permanent way inspector must also satisfy himself that the gangers under his supervision are supplied with the necessary equipment, and that they clearly understand the duties devolving upon them.

8. *Trainmen to be in Possession of Special Train Notices.*

The trainmen of all trains booked to cross or shunt for the Pilot and the Royal trains must, before departure from depot stations, be supplied with and give a signature for the notice announcing the running of the Pilot and

the Royal trains, and they will be held responsible for making themselves conversant with the crossings arranged—so far as their trains are concerned. Station officials in charge must see that the provisions of train working regulations Nos. 97 and 223 (6) are strictly observed.

9. *Running of Special Trains or Cancellation of Scheduled Trains.*

If it is necessary to arrange the running of a special train or to cancel the running of a scheduled train, this must be done by the train-arranging station in sufficient time beforehand for acknowledgments to be received from all concerned prior to the departure of the Pilot and the Royal trains from the depot station. Thereafter the train service must not be rearranged except in the case of a breakdown, failure, or other emergent circumstance.

10. *Alteration in Royal Train Schedule.*

In the event of it being necessary to alter the schedule of the Royal train, the officer in charge of the train will notify depot stations concerned, and officials in charge of those stations must promptly advise all stations in their district, also the System Office.

11. *Station Masters to be on Duty.*

(i) Station masters must be on duty at least *sixty minutes* before the Pilot train is due to arrive, and personally attend to all arrangements in connection with the passage of the Pilot train and the Royal train. These officials must also remain on duty until the Royal train has arrived complete at the telegraph station in advance.

(ii) All special train notices issued in connection with the running of the Pilot and the Royal trains must definitely intimate that all telegraph stations will be opened for the passage of both trains.

(iii) Telegraph stations, which are normally scheduled to be closed during the hours that the Pilot and the Royal trains would be in the telegraph section on either side, must be opened in sufficient time to ensure the necessary tokens for both trains being obtained in ample time prior to their arrival. At night time, the signal and station lamps must be lighted in good time prior to the arrival of the trains.

12. *Official in Charge to instruct Flagmen and others.*

(i) Station officials in charge must satisfy themselves that each member of the staff concerned under their supervision is thoroughly acquainted with the arrangements for the running of the Pilot and the Royal trains, that flagmen and others to whom special duties are allotted are properly posted at least *twenty minutes* before the Pilot train is due, and that they remain at their posts until the Royal train has passed. Station officials in charge must see also that each servant understands the duties devolving upon him, and that the necessary hand-signals and detonators are supplied.

(ii) *Attention to Telephones, etc.*—Each station official in charge must see that constant attention is given to telegraph and speaking instruments during the time the Pilot and the Royal trains are running on the section over which communication exists with the station.

13. *Proceeding Authorities, etc., to be scrutinised before issue.*

(i) Telegraph order tokens and or warning advices must be carefully scrutinised and checked by the official in charge after compilation, so that strict accuracy may be assured. These documents must be completed in ample time to avoid delays.

(ii) *Tablet or Staff to be Ready.*—Where tablet or staff working is in force, the token must be ready in ample time to obviate delay.

(iii) The token, and warning advice where required, must be handed to the drivers of the Pilot and the Royal train without causing the train to stop for such purpose. The station official in charge must stand in the best position possible to ensure safe and quick delivery of the token and warning advice. At night time he must reflect the white light of his hand-lamp on the token as the Pilot and the Royal trains are approaching his station. [See clause 26 (i) hereof.]

14. *Suspension of Shunting Operations and other Station Work.*

(i) Shunting operations on any line which adjoins the line over which the Pilot and the Royal trains will pass must be suspended *ten minutes* prior to the arrival of the Pilot train and must *not* be resumed until after the Royal train has passed, except for the movements connected with the changing of engines on these trains.

(ii) Any work, such as the operation of cranes, or handling of goods, which might affect the line upon which the Pilot and the Royal trains will run, must be suspended for a period of at least *ten minutes* before the Pilot train is due, and operations must not be resumed until after the Royal train has passed.

15. *Vehicles Standing within Stations, Interloops and Intersidings.*

Vehicles standing within stations, interloops and intersidings, must be scotched and secured by hand-brakes. Where catch points, derailers or dead-end sidings are provided, these must be set so as to prevent vehicles running on to or fouling the line over which the Pilot and the Royal trains have to pass. At stations, the official in charge, and, at interloops and intersidings, the ganger will be held responsible for the observance of this instruction.

16. *Examination of Trains Shunted to Cross or to be Passed.*

The station official in charge and the guards of trains shunted on to adjacent lines to cross or to be crossed by the Pilot and the Royal trains will be held equally responsible for seeing that the trains stand well clear of the line over which the Pilot and the Royal trains will run. These officials must also examine the loads of all trains and trucks standing on adjacent lines and satisfy themselves that nothing is projecting which would be likely to foul the Pilot and the Royal trains. *Station masters must instruct guards accordingly.*

17. *Selection of Locomotives and Trainmen.*

(i) Each System Officer affected must arrange to secure suitable locomotives to work the Pilot and the Royal trains. The Locomotive Superintendent, Electrical Engineer, Locomotive Foreman or Fitter-in-charge, as the case may be, must personally inspect the locomotives and satisfy himself that they are in good running order, fully equipped, clean and of smart appearance, and that, where necessary, the steam heating apparatus is in order.

(ii) The trainmen employed to work both trains must be specially selected by the System Officer concerned. The servants selected must be well acquainted with that portion of the line over which they are required to work the trains.

18. *Officials to Accompany Train, and Equipment to be Carried.*

(i) Locomotive, permanent way, and district inspectors will accompany both the Pilot and the Royal train over the various sections, as arranged by the System Managers concerned.

(ii) The district inspector must have with him a portable speaking instrument, also diagrams showing the particular wire, or wires, to which the instrument should be connected.

(iii) *Equipment to be carried in the Royal Train.*—The following additional equipment must be carried in the van of the Royal train:—

Portable speaking instrument.
Set of ramps.
Two hydraulic traversing jacks.
One dozen pieces of screw-jack packing (wood).
Supply of oil and hot-box compound for hot boxes.
Two spare vacuum hose couplings with washers.
Two buffer plates, with pins complete.
Two screw couplings.
One ambulance box, fully equipped.
Suitable length of hosepipe.

19. *Pilot Train to Precede Royal Train.*

The Pilot train will precede the Royal train at the interval laid down in the running schedule and, after the passage of the Pilot train, no train or vehicle may be allowed to be upon, to cross or foul the line on which the Royal train will run until after the Royal train has passed.

20. *Pilot and Royal Trains to have Precedence—Single Lines.*

The Pilot and the Royal trains must be given precedence over all other trains and must be given the right of the through or main line. At engine-changing depots where the platform adjoins the loop line, the Royal train may be admitted into that line.

21. *Time Interval between Royal and other Trains—Single Lines.*

(i) The Pilot train must precede the Royal train throughout the entire journey (*vide* clause 19 of these instructions), and no train, other than a passenger or mixed train, may be allowed to precede the Pilot train unless it can reach the telegraph station in advance and *be clear of the main line thereat* at least *ten minutes* prior to the scheduled arrival time of the Pilot train. In the case of a goods train the interval must be increased to *fifteen minutes* prior to the scheduled arrival time of the Pilot train. A train must not be allowed to run between the Pilot train and the Royal train (see clause 19 of these instructions).

(ii) A train must not be allowed to follow the Royal train in the same telegraph section at a less interval than *twenty minutes*, except where the running time for the latter train over the section is less and intimation has been received from the telegraph station in advance that the Royal train has arrived thereat complete. On sections mechanically controlled the Pilot train and the Royal train must, as far as practicable, be worked forward on "absolute" tokens.

(iii) An opposing train, other than a passenger train, must not be brought on to cross the Pilot train at a telegraph station unless it can reach that station *and be shunted* clear of the main line at least *ten minutes* before the Pilot train is due to arrive. In the case of passenger trains the interval may be reduced to five minutes.

22. *Trains Performing Work in Section—Single Lines.*

A goods train preceding the Pilot train and working permissively with that train in the same telegraph section, must not be allowed to perform work in the section.

23. *Interworking Prohibited—Single Lines.*

Except in the case of a breakdown or failure, the Pilot and the Royal trains must on no account be arranged to cross an opposing train or pass a preceding train at an interloop. Ballast trains must be crossed or passed at telegraph stations, and flying gang trolleys, push trolleys and pump trolleys must be removed clear of the line at least one hour before the Pilot train is due to pass, and must not again be placed on the line until after the Royal train has passed.

24. *Starting Royal and Pilot Trains from Stations—Single and Double Lines.*

(i) The "all-right" signal from the official in charge of the station must not be given to the guard of either train until the former official has received verbal authority from the officer appointed to travel in charge of the train.

(ii) The driver must start carefully and without sounding the engine whistle. [*This forms a special exception to the provisions of train working regulation No.* 172 (*a*).]

25. *Guards of Pilot and Royal Trains to be on the Alert.*

(i) The guards of the Pilot and the Royal trains must be on the alert when approaching and passing through stations, interloops, and inter-sidings and exhibit the necessary hand-signals to the driver at the right time. They must also be prepared to pick-up (where necessary) the warning advice or the telegraph order token at telegraph stations.

(ii) Where, on account of the physical and other conditions existing at a station, interloop, or halt, difficulty is experienced by the trainmen in exchanging signals, *vide* train working regulation No. 193, at the appointed time or place, the signals must be exchanged at the earliest opportunity after passing through the station, interloop or halt.

26. *Exhibition of Through Hand-Signal—Single Lines.*

(i) At telegraph stations where the Pilot and the Royal trains are not scheduled to stop, the station official in charge must wave slowly a green hand-signal to the driver of each train as an indication that the token has been obtained for the section ahead and that all is in order for the train to proceed through the station without stopping. [See clause 13 (iii) hereof.]

(ii) The station official in charge must stand in a prominent position so that each driver may get a good and distant view of the hand-signal.

(iii) The green hand-signal must be given in addition to the semaphore signals where such are provided.

27. *Drivers to Exercise Care when Running.*

(i) The drivers of the Pilot and the Royal trains must approach and pass through stations, junctions and interloops, and to or from lines diverging from the straight road at such a speed as to ensure a steady passage for each train. They must also observe the special speed restrictions in operation for certain junctions and other portions of the line and be prepared to observe all temporary speed restrictions and hand-signals.

(ii) The drivers of the Pilot and the Royal trains must exercise special care when approaching and passing through those stations where it has been arranged to cross or pass trains. Enginemen must also be vigilant when approaching level crossings and carry out the provisions of train working regulation No. 172 (*e*) and section I, clause 18 (amended) of General Appendix No. 2.

28. *Drivers to Dim Electric Headlights.*

The drivers of the Pilot and the Royal trains must dim the electric headlights of their engines when approaching and passing through stations at night-time.

29. *Drivers not to Sound Whistle or Emit Smoke from Engines.*

Drivers of trains standing in stations or on adjoining lines waiting for the passage of the Royal train must, as far as possible, adopt measures to prevent their engines from emitting smoke or making a noise by blowing off steam or whistling when the Royal train is passing or being passed.

30. *Stopping the Royal Train Outside Station Limits.*

Should it be found necessary to stop the Royal train at places other than within the protection of fixed signals, the train must be promptly protected by the guard in accordance with the train working regulations.

31. *Royal train when Stabled to be Placed in Suitable Position.*

When the Royal train is required to remain at a station for any length of time, it must be placed in a suitable and quiet position. Shunting operations at such places must be performed without unnecessary noise, and steps taken to prevent disturbance, such as engines blowing off steam, whistling, or like noises.

32. *Cleaning and Watering of Saloons of Royal Train.*

System Officers must advise the officials in charge of the depot stations concerned in good time beforehand of the arrangements it will be necessary to make in regard to watering, cleaning, etc., of the Royal train. The officials in charge at all depot stations, however, must be prepared to attend to such requirements if called upon by the officer in charge of the Royal train.

33. *Catering Arrangements.*

(i) System Officers must advise the Catering Department of the running of the Pilot and the Royal trains, and refreshment-room managers must be prepared to carry out promptly any catering requirements.

(ii) On receipt of telegraphic advice from the Catering representative on the Pilot or the Royal trains, station officials in charge must give every assistance in obtaining local supplies of fresh perishables for the dining-cars attached to these trains.

34. *Telegrams, Letters, Parcels, etc.*

(i) Telegrams, letters, parcels, etc., for delivery to the Royal trains, must be adressed "To ....., Royal Train, ... Station."

(ii) They must be given prompt despatch, and if received at destination after the departure of the Royal train, they must be forwarded by the quickest means to the nearest station at which delivery can be effected.

(iii) All telegrams, cablegrams, letters, etc., handed out from the Royal trains must be promptly disposed of according to the instructions endorsed thereon or as conveyed verbally.

(iv) Departmental telegrams to or from the officer in charge of the Royal train will be dealt with as "Priority Service" (prefix PS), and all letters, parcels, etc., departmental or for departmental officials, addressed "Royal trains," must be tendered to the officer in charge of the Pilot train.

(v) Departmental correspondence from the Royal train must be despatched by the first available train.

(vi) Any parcel traffic conveyed by rail addressed to the "Royal train," for which signatures are required, must be tendered to the officer in charge of the Pilot train.

35. *Examining Staff to be Prepared to Assist if necessary.*

(i) The carriage and wagon examining staff, where employed, must be on duty at stations at which the Pilot and the Royal trains will stop, and carry out an examination and, if required, repair work.

(ii) The running and coupling gear of the carriages forming the Royal train must be specially examined before starting from examining stations. The guard and carriage and wagon inspector must utilise the time available at stops exceeding five minutes to examine the vehicles.

36. *Station Platforms to be Kept Clear.*

At stations arrangements must be made for the platform to be so cordoned off as to leave a free area of at least eight feet between the Royal train and the public for the full length of the platform or the train, whichever is the longer.

37. *Station Staff to be Neatly Attired in Uniform.*

All uniformed staff on duty at stations (also those off duty but on or near the platform) during the time the Royal train is passing through, must be properly and neatly attired in uniform.

38. *Barrows, Cranes, etc., to be Secured.*

Care must be taken to see that barrows are secured, and that crane-jibs or other obstacles cannot foul the line upon which the Pilot and the Royal trains have to pass. No barrow must be taken across the line upon which the Pilot and the Royal trains have to pass within *five minutes* of the time each of the trains is due to arrive.

39. *Spare Engines to be Available for Emergency.*

Arrangements must be made for spare engines, or engines of trains, to be available at suitable points for use in the event of failure of the engine of the Pilot or the Royal train, or for the purpose of giving assistance over heavy grades if necessary. Should it be necessary to replace the engine of the Pilot train or the Royal train, the enginemen working these trains will take over the spare engine to complete their portion of the journey.

40. *Opening of Switched Out Signal Cabins—Double Lines.*

Arrangements must be made for signalmen to be in attendance at signal cabins which would ordinarily be switched out during the time the Pilot and the Royal trains are scheduled to pass. The cabins must be opened and signal lamps lighted, if at night, at least half an hour before the Pilot train is due to leave the cabin or station in the rear and must so remain until the "Train arrived" signal for the Royal train has been received from the signal cabin in advance.

41. *Signalling of Royal Train, Double Lines—Block Sections and Colour-light Signalled Sections.*

(i) *Double Line Block Sections.*

In no case may a train be allowed to travel between the Pilot train and the Royal train. Except as provided in sub-clause (i) (*c*) hereof, on double line block sections, not less than two clear block sections must be maintained between the Pilot train and the Royal train and between the Royal train and the next following train, and to ensure this the following method of signalling must be adopted:—

(*a*) "Line clear" must not be given for the Royal train to proceed from the signal cabin in rear until the "Train arrived" signal has been received for the Pilot train from the signal cabin in advance.

(*b*) "Line clear" must not be given for the train which is the next to follow the Royal train to proceed on the same line of rails from the signal cabin in rear until the "Train arrived" signal has been received for the Royal train from the signal cabin in advance.

(*c*) On double line permissive block sections, "absolute block" working must be observed in connection with the working of the Pilot and the Royal trains. *This is an exception to the provisions of the preceding sub-clauses (a) and (b).*

(ii) *Double Line Colour-Light Sections.*

In no case may a train be allowed to travel between the Pilot train and the Royal train. On double line colour-light signalled sections not less than two clear "signal cabin" sections must be maintained between the Pilot train and the Royal train, and between the Royal train and the next following train, and to ensure this the following method of working must be adopted:—

(*a*) Authority must not be given for the Royal train to proceed from the signal cabin in rear until advice has been received from the signal cabin in advance that the Pilot train has arrived complete.

(*b*) Authority must not be given for the train which is the next to follow the Royal train to proceed on the same line of rails from the signal cabin in rear until advice has been received from the signal cabin in advance that the Royal train has arrived complete.

(*c*) Information regarding the departure and arrival of these trains will be passed from signal cabin to signal cabin by telephone advice. In addition bell signals must be exchanged in accordance with the provisions of clause 12, Circular No. X. 35, dated April, 1944 "Colour-light Signalling: Automatic and Semi-Automatic."

42. *Royal Train not to be Delayed by other Trains—Double Lines.*

(i) A train must not be allowed to leave a double line station on the line upon which the Pilot train will run unless it can reach the next signal cabin or station at which it can be placed clear of that line at least *ten minutes* before the Pilot train is due thereat.

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(ii) "Line clear" must not be given for a train to approach a junction or converging point until the Pilot and the Royal trains have passed, unless such train can precede the Pilot train from the junction or converging point and be dealt with as set forth in the preceding sub-clause (i). The approach of a train to a junction home signal during the passage of the Royal train must be avoided.

43. *Line to be Kept Clear—Double Lines.*

A train must not be allowed to cross or foul the line upon which the Pilot train will run within *ten minutes* of the time the Pilot train is due to pass, nor until the Royal train has passed—see clauses 19 and 21 hereof.

44. *Trains Travelling in Opposite Direction—Double Lines.*

All trains running on any line next adjoining that on which the Royal train will run, must be brought to a stand under the protection of signals at least *ten minutes* before the Royal train is due, and so remain until the Royal train has passed.

45. *Except where herein specifically laid down, the foregoing special instructions are in addition to, and not in lieu of, the train working regulations; also the instructions relative to the working, equipping, and examination of trains as contained in the General and Local Appendices.*

Mr. J. Viljoen, Chief Operating Manager, will represent the Administration and will be in charge of all train arrangements throughout the journey.

W. M. CLARK,
General Manager.